SHRI SHAHID SIDDIQUI: Sir, this is ...*(Interruptions)*...

MR. CHAIRMAN: Mr. Shahid Siddiqui, you have got your chance. ...*(Interruptions)*...You have no ...*(Interruptions)*...to ask this question. ...*(Interruptions)*...

SHRIMATI JAYA BACHCHAN: *

MR. CHAIRMAN: Please be careful with the language that is used in the House ...*(Interruptions)*...Question No. 203 please.

*202. [The questioner (Shri N.R. Govindarajar) was absent. For answer *vide* page 21 infra.]

दिल्ली के लिए पार्किंग-नीति

*203. **श्री जय प्रकाश अग्रवाल:** क्या **शहरी विकास** मंत्री यह बताने की कृपा करेंगे कि:

(क) दिल्ली सरकार की पार्किंग-नीति के बारे में दिल्ली विकास प्राधिकरण (डीडीए) द्वारा तैयार की गई रिपोर्ट का ब्यौरा क्या है;

(ख) सरकार और निजी क्षेत्र की भागीदारी से कस्तूरबा गांधी मार्ग, बाबा खड़ग सिंह मार्ग और सरोजिनी नगर में समेकित पार्किंग स्थापित किये जाने के प्रस्ताव के बारे में अद्यतन स्थिति क्या है; और

(ग) दिल्ली विकास प्राधिकरण ने अपने अधिकार क्षेत्र के अन्तर्गत आने वाल किन-किन जिला केन्द्रो में बहुमंजिले पार्किंग स्थलों के निर्माण का प्रस्ताव किया है तथा उक्त बहुमंजिले पार्किंग स्थलों की स्थापना कब तक कर दिए जाने का विचार है?

शहरी विकास मंत्री (श्री एस॰ जयपाल रेड्डी): (क) से (ग) एक विवरण सभा पटल पर रख दिया गया है।

विवरण

(क) दिल्ली विकास प्राधिकरण (डीडीए) ने सूचित किया है कि उसने दिल्ली सरकार की पार्किंग नीति पर अलग से काई रिपोर्ट तैयार नहीं की है। तथापि, राष्ट्रीय राजधानी क्षेत्र दिल्ली सरकार (जीएनसीटीडी) द्वारा 2005 में शरू की गई पार्किंग नीति को तैयार करने की कार्रवाई में डीडीए के प्रतिनिधि शामिल थे।

(ख) नई दिल्ली नगर पालिका परिषद ने सूचित किया है कि बनाओ-चलाओ-हस्तांतरित करो (बीओटी) आधार पर तीन बहुस्तरीय पार्किंग सुविधाओं का निर्माण कार्य और प्रचालन सौंपने का आशय पत्र 24-9-2007 को निम्नलिखित विवरण के साथ जारी किया गया:-

अवस्थिति	प्लाट आकार (वर्ग मी॰ में)	समतुल्य कार स्थान (ईसीएस)	ठेकेदार
के॰जी॰मार्ग	6219	1582	मैसर्स डीएस कंस्ट्रक्शन लि॰
बाबा खड़ग सिंह मार्ग	6086	1408	मैसर्स डीएलएफ लि॰
सरोजिनी नगर	3788	824	मैसर्स डीएलएफ लि॰

निर्माण के लिए 30 माह का समय दिया गया है। यह अपेक्षा है कि परियोजनाएं 2010 में राष्ट्रमंडल खेलों से पहले तैयार हो जाएंगी।

(ग) डीडीए के जिला केन्द्रों, जहां बहुमंजिला पार्किंग का प्रस्ताव है, का ब्यौरा संलग्न विवरण-I में है।

विवरण-I

डीडीए के उन जिला केंद्रों के नाम, जहां बहुमंजिला पार्किंग का प्रस्ताव है

1. मास्टर प्लान-2021 में चुने गए/प्रस्तावित 21 बहुस्तीय पार्किंग स्थलों में से नेहरू प्लेस और मंगलम प्लेस (रोहिणी) 2 स्थलों को डीडीए द्वारा विकसित किया जाना है। इन 2 स्थलों को बनाओ, चलाओ और हस्तांतरित करो (बीओटी) आधार पर सार्वजनिक निजी भागीदारी के तहत विकसित किया जायेगा। मंगलम प्लेस की पार्किंग क्षमता 900 कारों और नेहरू प्लेस की 1800 कारों की होगी। अर्हता प्रक्रिया के लिए अनुरोध के जरिए परियोजना को विकसित करने हेतु पहले ही 8 पक्षों (पार्टियों) को चुना गया है और कंसेसन करार अगस्त, 2008 तक हस्ताक्षरित होने की संभावना है।

2. इसके अतिरिक्त डीडीए ने अन्य स्थानों अर्थात् मोतिया खान, रोहिणी, जसोला, ओखला, भीकाजी कामा प्लेस और जनकपुरी आदि में भी 7 बहुस्तरीय पार्किंग स्थल विकसित किए हैं जिसमें से 2 स्थल (रोहिणी और जसोला) की पहले ही नीलामी कर दी गई है और शेष 5 की नीलामी दिसम्बर, 2008 तक होने की संभावना है।

3. डीडीए द्वारा हरि नगर, रोहिणी, द्वारका और नरेला में 5 बहुस्तरीय वाणिज्यिक पार्किंग स्थलों को भी विकसित किया जा रहा है।

4. डीडीए द्वारा 67 अधिकृत सतही पार्किंग स्थलों को भी विकसित किया गया है।

Parking policy for Delhi

†*203. SHRI JAI PARKASH AGGARWAL: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) the details of the report prepared by the Delhi Development Authority (DDA) about the Delhi Government's parking policy;

(b) the details of the latest position of the proposal made with regard to the establishment of integrated parking under Government and private participation at K.G. Marg, Baba Kharak Singh Marg and Sarojini Nagar; and

(c) the details of the district centres falling under DDA's jurisdiction for which proposals for multi-storey parkings have been made by DDA and by when these multi-storey parkings are likely to be established?

THE MINISTER OF URBAN DEVELOPMENT (SHRI S. JAIPAL REDDY): (a) to (c) A Statement is laid on the Table of the Sabha.

Statement

(a) DDA has reported that it has not prepared any separate report on Delhi Government's parking policy. However, representative of DDA participated in the exercise of formulation of parking policy which was undertaken by the Government of National Capital Territory of Delhi (GNCTD) in 2005.

(b) NDMC has reported that Letter of Intent awarding the work of construction and operation of three multi-level parking facilities on Build-Operate-Transfer (BOT) basis has

†Original notice of the question was received in Hindi.

been issued as per following details on 24.9.2007:—

Location	Plot size (in sqm.)	Equivalent Car Space (ECS)	Contractor
K.G. Marg	6219	1582	M/s D.S.Construction Ltd.
Baba Kharak Singh Marg	6086	1408	M/s DLF Ltd.
Sarojini Nagar	3788	824	M/s DLF Ltd.

The time allowed for construction is 30 months. It is expected that the projects will be ready before the Commonwealth Games in 2010.

(c) Details of DDA's District Centres where multi-storey parking is proposed are given as Statement-I.

Statement-I

Details of DDA's District Centers where Multi-Storey parking is proposed

1. Out of 21 multi-level parking sites identified/proposed in the Master Plan-2021, two sites at Nehru Place and Mangalam Place (Rohini) are to be developed by DDA. These two sites will be developed under Public Private Partnership on Build, Operate & Transfer (BOT) basis. The parking capacity of Mangalam Place will be 900 cars and that of Nehru Place, 1800 cars. Eight parties have already been short listed for developing the project through Request for Qualification process and the concession agreement is expected to be signed by August, 2008.

2. Further, DDA has also developed seven multi-level parking sites at other places i.e. Motia Khan, Rohini, Jasola, Okhla, Bhikaji Cama Place & Janakpuri of which two sites (Rohini & Jasola) have already been auctioned, and remaining five are likely to be auctioned by December, 2008.

3. Five multi-level commercial parking sites are also being developed by DDA at Hari Nagar, Rohini, Dwarka & Narela.

4. 67 authorised surface parking sites have also been developed by DDA.

श्री जय प्रकाश अग्रवाल: सर, मैंने जो सवाल किया था और मंत्री जी ने जो जवाब दिया है, उसमें बिल्कुल फर्क है। मंत्री जी का जवाब है कि डीडीए कोई पॉलिसी नहीं बनाता है। सर, दिल्ली का मास्टर प्लान डीडीए बनाता है, उसमें पार्किंग एक फैक्टर है। यह जो जवाब है, मेरे ख्याल से आपने देखा नहीं है और आपने सीधा यहां हाउस में रखा। मेरा आपसे यह कहना है कि आपने जो पार्किंग प्लेसेज़ आइडेंटिफाई किए हैं, तो आज दुनिया में बहुत तरह की पार्किंग फैसिलिटीज़ हैं, अलग-अलग तरीके से हैं। वहां छोटी-से-छोटी जगह में एक-एक हजार गाड़ियों की पार्किंग मल्टी स्टोरी के हिसाब से और लिफ्ट लगा कर भी होती है। क्या मैं मंत्री जी से यह जान सकता हूं कि आपने कोई ऐसी स्टडी कराई है, जिसमें अलग-अलग तरीके की पार्किंग लेवल्स दिल्ली में बनाई जा सकती हों या दिल्ली के लिए फायदा होता हो? अगर कराई है, तो उसका क्या स्टेटस है और उसे कौन देख रहा है?

SHRI S. JAIPAL REDDY: Sir, the hon. Member has rightly referred to the new technological parking devices that are available now in the Master Plan Delhi-2021. We have envisaged multi-level parking lots; we have also envisaged high-technology parking sites; and Delhi's

parking Policy features have been completely incorporated in the Master Plan Delhi-2021. His concern about parking policy is well taken.

श्री जय प्रकाश अग्रवाल: सर, मेरा दूसरा सप्लिमेंटरी यह है कि आपकी पार्किंग नीति के अंतर्गत आपने कुछ जगह ऐसी आइडेंटिफाई की हैं, जहां मल्टिस्टोरीड पार्किंग बनने वाली हैं और वे जगह मार्किट के बीचों-बीच में हैं। आपने अपने जवाब में कुछ स्थानों का जिक्र किया है, जैसे साउथ एक्सटेंशन है, कमला नगर है, लाजपत नगर है, लेकिन इस समय जितना कंजैशन वहां पर है, उतना कहीं नहीं। क्या यह नहीं हो सकता कि आप उन पार्किंग स्पॉट्स को मैट्रो स्टेशन के लैवल पर कहीं दूसरी जगह ले जाएं? इससे यह होगा कि आज वहां जो कंजैशन है और जिसे दूर करने के लिए आप पार्किंग लॉट बना रहे हैं, उनको दूर ले जा कर आप कुछ ऐसा प्रावधान करें कि पार्किंग करने वाले लोग मैट्रो स्टेशन से उस मार्किट तक आएं।

SHRI S. JAIPAL REDDY: Sir, having regard to the need for parking, our organisations, namely, DDA, MCD, NDMC, and DMRC, are exploring and trying to exhaust all possibilities. The presure on Delhi's roads is very high, and it is getting higher with each year. Therefore, his suggestion will be acted upon.

SHRI SANTOSH BAGRODIA: Sir, parking is a big problem in the modern society. We know that the number of cars has increased manifold. Obviously, serious action has to be taken. The DDA has selected some sites. It is not a question of some sites. Every colony has this problem and every by-lane has this problem. This has to be done in a much bigger way. I would like to know this from the hon. Minister. It is not a question of selecting sites. They have to decide on the number of sites in every colony. It can be done either by private people or by public people. But multi-level parking is a must. Will the hon. Minister take a decision on this? It has to be done in a much bigger way before the problem becomes worse.

SHRI S. JAIPAL REDDY: Sir, I agree with the hon. Member. There are more than four million vehicles in Delhi. The number of vehicles in Delhi is more than the number of vehicles in three other megapolises, Kolkata, Mumbai, and Chennai put together. Therefore, in the new Master Plan, we have incorporated many imaginative features. Parking standards have been enhanced in all land-use categories. As compared to the Master Plan-2001, the standards have been cosniderably upgraded, so that facilities can be enhanced. In fact, in built-up residential areas also, underground parking, below parks and open spaces, has been permitted. Let me refer to another facility. Parking has been allowed in all land-use zones except regional park under recreational use. As such, is a plot of 1000 sq.m. multi-level parking facilities can be constructed with 100 FAR for commercial use, provided three times additional space for parking is provided. That means, if people want to build multi-level parking lots, we are giving incentives through permission for commercial use. The limit on number of basements has been removed. In 2001, only one basement level could be used. Today, you could go in for any number of basement levels. You could use even stilt space for parking lots and that will not be counted towards the FAR, whose norms themselves have been liberalised and so on. With all these features, I am sure, the parking problem will be more than eased.

SHRIMATI JAYA BACHCHAN: Thank you, Sir. Sir, through you, I would like to ask the hon. Minister: When you have allowed these parking places to be built, have you taken into consideration the senior citizens and physically challenged people?

SHRI S. JAIPAL REDDY: Sir, physically handicapped people will have their own parking facilities. We have instructed all our public authorities to see that in all public buildings, a separate facility for physically challenged persons is set up. For senior citizens it is a suggestion and I will have a look at it.

SHRIMATI PREMA CARIAPPA: Sir, I would like to know from the hon. Minister as to how many markets are there in Delhi which are facing acute shortage of parking place and how much money you have allocated for the construction of new parking places.

SHRI S. JAIPAL REDDY: Sir, I will not be able to give the number offhand. Sir, if you direct, I will supply the information to the hon. Member. That is a very general question. *(Interruptions)* Basically, there is no resource crunch in regard to construction of parking lots. There is land crunch. There is no resource crunch. We shall see to it that all funds are made available for as many parking lots as can be made.

*204. [The questioner (Shri O.T. Lepcha) was absent For answer *vide* Page 22 *infra*.]

*205. [The questioners (Shri Dara Singh and Shri Ramdas Agarwal) were absent. For answer *vide* page 27 *infra*.]

*206. [The questioner (Shri V. Hanumantha Rao) was absent. For answer *vide* page 28 *infra*.]

Notification on the rights of the forest-dwellers

*207. SHRI MATILAL SARKAR: Will the PRIME MINISTER be pleased to state:

(a) whether Government has notified the provision of rights of the forest-dwellers to the forest land and forest produce in application of the Act thereon;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI S. REGUPATHY): (a) to (c) A Statement is laid on the Table of the House.

Statement

(a) to (c) The Ministry of Tribal Affairs has prepared draft Scheduled Tribes and Other Traditional Forest Dwellers (Recognition of Forest Rights) Rules, 2007 for carrying out the provisions of the Scheduled Tribes and other Traditional Forest Dwellers (Recognition of Forest Rights) Act, 2006 for assigning rights of forest dwellers on forests and forest produce. These draft rules were published in Part II Section 3 Sub-section (i) of the Gazette of India, Extraordinary on 19.6.2007 for inviting comments, objections and suggestions from public within a period of 45 days. The comments/suggestions received from public and stake-holders on the draft rules pre-published on 19.6.2007 have been examined and the notification will take place as soon as all the formalities are completed. However, there is provision of rights of the people including forest dwellers on forests and forest produce in the existing Indian Forest Act, 1927 also.

SHRI MATILAL SARKAR: Sir, my first supplementary is, the execution of the Forest Dwellers Act has already got delayed. The Gazette notification was made on 19.6.2007, as given in the answer. Suggestions and objections had to be received within 45 days. All the necessary time has been consumed. It seems, there is no reason now to make further delay. Sir, I would like the hon. Minister to specifically inform the House as to when and by which time the Act and rules are going to be executed.

SHRI S. REGUPATHY: Hon. Chairman, Sir, there is no delay. But we will have to follow certain formalities. Sir, we will have to identify the critical wildlife habitats and other things.